

Checklist for FTIP Amendment or Administrative Modification Submittal

A complete Amendment or Administrative Modification package must include the following:

1. Cover Letter and transmittal of FTIP Amendment or Administrative Modification package:

- a. FTIP Amendment: Address the cover letter to the Division Chief, Transportation Programming, Attn: Your FTIP Coordinator
- b. Administrative Modification: Address the cover letter to the Office Chief, Office of Federal Transportation Management Program, Attn: Your FTIP Coordinator
- c. Transmittal of the Amendment or Administrative Modification Package to Caltrans, Division of Transportation Programming:

If the total number of pages included in the package is less than 25, then the package can be transmitted electronically to your FTIP Coordinator; in that case MPO must submit original signed cover letter by mail to Caltrans, Division of Transportation Programming.

If the total number of pages included in the package is more than 25, then MPOs must mail 2 copies of the package along with the original signed cover letter to Caltrans, Division of Transportation Programming at the following address.

Department of Transportation
Division of Transportation Programming, MS 82
Office of Federal Transportation Management Program
P.O. Box 942874
Sacramento, CA 94274-0001

- d. MPOs also to mail copies of Amendments or Administrative Modifications to FHWA, FTA, and EPA. Copies to Caltrans District FTIP Coordinators and Caltrans District Local Assistance Engineers (DLAEs) are at the MPO's discretion and agreement with the Caltrans District in their region.

2. Signed copy of the Board Resolution (or for MPOs who do not process board resolution, a cover letter signed by the board-designated MPO official) certifying that:

- a. The amendment is consistent with the metropolitan transportation planning regulations per 23 Code of Federal Regulations Part 450
- b. The proposed amendment is consistent with the Regional Transportation Plan ____ (e.g 2030)
- c. As amended, the FTIP is financially constrained and the enclosed financial summary affirms that funding is available
- d. Air quality conformity: See "Attachment A" for guidance.
- e. The amendment does not interfere with the timely implementation of the Transportation Control Measures contained in the State Implementation Plan (SIP)
- f. Amendment is consistent with the public participation process adopted by the MPO

In the text of the resolution or in the cover letter for those MPOs who do not process board resolution, either describe the changes to all projects in the amendment or make reference to an attached project listing described under Number 5 below.

Note: If the above information is not included either in the board resolution or in a cover letter signed by the board designated MPO official, Caltrans will not be able to approve the amendment.

3. Updated financial summary that shows changes resulting from the amendment:

- a. Use format provide by Caltrans. See "Attachment B" for information.
- b. Include information covering the first four years of the FTIP
- c. Include financial adjustments resulting from prior administrative modifications.

- d. RSTP and CMAQ revenues do not exceed annual apportionments. If an MPO region receives additional CMAQ or RSTP apportionments and the associated Obligation Authority (OA) through an approved agreement with another MPO region; then the signed copy of the agreement must be included with the amendment that programs the additional revenue. In such case the donor MPO must make the corresponding adjustments to its revenue and programming through the next amendment.
- e. Revenue and expenditures for state-managed programs such as Highway Bridge, Safe Routes to School, Highway Safety Improvement Program, etc. must match the amounts provided by the Caltrans managers for these programs.

4. Summary of Changes:

Provide summary of changes for the projects included in the amendment. See "Attachment C" for the recommended format.

5. Project Listing:

- a. All project phases that are programmed in the FTIP must be fully funded.
- b. Include total funding for projects from all funding sources.
- c. Include matching funds, if any
- d. Include prior and current versions of the project listing, if possible
- e. If the funding for a phase is programmed over multiple years, then ensure that the project is scheduled to be implemented in separate phases as programmed, and each year in which funding is programmed will receive separate federal authorization (E-76 approval)
- f. Grouped projects must show funding for all phases under the "Construction" phase. The detailed project lists must also be provided in the amendment package.
- g. For "Non-construction/non-infrastructure" type projects, funding for all phases must be included under the "Construction" phase.
- h. Funding for STIP projects is consistent with CTC action.
- i. Projects with no funding programmed within the four years of FTIP and that are programmed in the FTIP to receive environmental approval must include the following statement in the project description:
"Project included in FTIP for environmental approval"

DRAFT

Transportation Conformity Information for TIP Amendments

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
1. Minor Changes <ul style="list-style-type: none"> e.g. changes consistent with Caltrans' administrative amendment procedures 	No	No	Transmittal Information: <ul style="list-style-type: none"> A statement describing the change being made. A statement that the change is consistent with the administrative amendment procedures. If the project is a non-exempt, regionally significant project, a statement that the change does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. If applicable, a statement that the change for this project do not interfere the timely implementation of any approved TCMs. Conformity Procedures/Documentation: <ul style="list-style-type: none"> No additional documentation required.
2. Formal Amendment - Funding Changes > allowed as a Minor Change - <ul style="list-style-type: none"> e.g. funding changes greater than allowed per Caltrans' administrative procedures 	No	No	Transmittal Information: <ul style="list-style-type: none"> A statement describing the change being made. If the project is a non-exempt, regionally significant project, a statement that the change does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. If applicable, a statement that the cost changes for this project do not interfere the timely implementation of any approved TCMs. A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP). Conformity Procedures/Documentation: <ul style="list-style-type: none"> No additional documentation required.

DRAFT
Transportation Conformity Information for TIP Amendments

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>3. Formal Amendment - Exempt Projects (2) -</p> <ul style="list-style-type: none"> e.g. add/delete exempt project or project phases to/from the TIP e.g. add environmental studies for a non-exempt project to the TIP (environmental document cannot be approved) 	No	No	<p>Transmittal Information:</p> <ul style="list-style-type: none"> A statement describing the change being made. A statement that the project was determined to be exempt from the requirement that a conformity determination and/or regional emissions analysis be performed per 40 CFR 93.126, 93.127 or 93.128. A statement that because the projects are exempt, no further conformity determination is required. If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs. A statement that the amendment was circulated for the appropriate public and interagency comment period per the MPOs public involvement procedures and the conformity SIP, respectively. A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP). <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> No additional documentation required. The amendment should be circulated through interagency consultation consistent with the procedures contained in the nonattainment area conformity SIP.

DRAFT
Transportation Conformity Information for TIP Amendments

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>4. Formal Amendment - Conformity Determinations and Relies on a Previous Regional Emissions Analysis -</p> <ul style="list-style-type: none"> e.g. adding a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis e.g. adding a non-regionally significant project to the TIP 	Yes	No	<p>Transmittal Information:</p> <ul style="list-style-type: none"> A statement describing the change being made (e.g. the project is a non-regionally significant, non-exempt project <u>or</u> the project is a regionally significant project). TIP as amended meets the following transportation conformity provisions 40 CFR 93.122(g). A statement that the conformity determination was based on the previous regional emissions analysis. Include the name of the RTP and the date of the MPO and USDOT conformity determinations. A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP). If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs. A statement that the TIP as amended was found to conform to the applicable SIP. <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> Document interagency consultation per conformity SIP. Document public involvement per public involvement procedures. Document conditions of 40 CFR 93.122(g) including reference to documentation of currently conforming RTP and TIP and the dates of the MPO and USDOT conformity determination. Document financial constraint. Document timely implementation of approved TCMs. Include MPO conformity determination (resolution). Include summary of emissions budget test or interim emissions test from currently conforming RTP and TIP.

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Transportation Conformity Information for TIP Amendments

Type of Amendment	New TIP Conformity Determination?	New Regional Emissions Analysis?	Conformity Information
<p>5. Formal Amendment, Conformity Determination and New Regional Emissions Analysis -</p> <ul style="list-style-type: none"> e.g. add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis e.g. change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years 	Yes	Yes	<p>Transmittal Information:</p> <ul style="list-style-type: none"> A statement describing the change being made (e.g. a new regional emissions analysis because a non-exempt project was: 1) added; 2) deleted; 3) there was a significant in the design concept and scope of a regionally significant non-exempt project; or 4) conformity analysis year changed for a regionally significant, nonexempt project). A statement that the TIP as amended meets all applicable transportation planning requirements per 23 CFR Part 450 (e.g. financial constraint, public involvement and consistency with the RTP). A statement that a new regional emissions analysis was performed. If applicable, a statement that the changes do not interfere the timely implementation of any approved TCMs. A statement that the TIP as amended conforms to the applicable SIP. <p>Conformity Procedures/Documentation:</p> <ul style="list-style-type: none"> <i>Most MPOs have standard documentation and procedures they use for a conformity determination that includes a new regional emissions analysis. To date, the documentation and procedures have been adequate. FHWA/FTA will work with MPOs on an individual basis to address any concerns relating to this type of amendment.</i>

ATTACHMENT B

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #:

REVENUE SOURCES		(Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- City	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Other (Transportation Development Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Gas Tax (Subventions to Cities)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Gas Tax (Subventions to Counties)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other Local Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- City General Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Street Taxes and Developer Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Other (registration fees (AB434) and Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Transit Fares	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Other Transit (e.g., parcel/property taxes, parking revenue, etc)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Tolls (e.g., non-state owned bridges)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Local Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REGIONAL ¹	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SHOPP (Including Augmentation)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
SHOPP Prior		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Transportation Improvement Program (STIP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STIP (Including Augmentation)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STIP Prior		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Proposition 1 B ⁴		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
GARVEE Bonds		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Traffic Congestion Relief Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
State Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Fixed Guideway Modernization (5308a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New and Small Starts (Capital Investment Grants) (5308b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit In the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Federal Transit Total		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #:

REVENUE SOURCES		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	
FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
	Congestion Mitigation and Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Surface Transportation Program (Regional)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Bridge Program (HBP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Highway Safety Improvement Program (HSIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Railway (Section 130)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SRTS) (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safe Routes to School (SR2S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation Improvements (TI)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Lands Highway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Discretionary Programs									
	Bridge Discretionary Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Priority Projects (HPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	High Risk Rural Road (HRRR)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	National Scenic Byways Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Public Lands Highway Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Recreational Trails	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL TOTAL ¹	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INNOVATIVE FINANCE ²	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REVENUE TOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT # :

PROGRAMMED		(Dollars X 1,000)								
		2008/09		2009/10		2010/11		2011/12		
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL TOTAL ²	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INNOVATIVE FINANCE ³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PROGRAMMED TOTAL		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #:

REVENUE Vs. PROGRAMMED		(Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12		CURRENT TOTAL	
		Previous	Current	Previous	Current	Previous	Current	Previous	Current		
LOCAL	Local Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
REGIONAL'	Tolls	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	-- Corridor	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Transit Fares/Measures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Sales Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Bond Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Gas Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Vehicle Registration Fees (CARB Fees, SAFE)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Regional Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
STATE	State Highway Operations and Protection Program (SHOPP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	SHOPP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transportation Improvement Program (STIP)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP (Including Augmentation)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	STIP Prior	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Proposition 1 B'	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	GARVEE Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Traffic Congestion Relief Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		State Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FEDERAL TRANSIT	Bus and Bus Related Grants (5309c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Clean Fuel Formula Program (5308)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Elderly & Persons with Disabilities Formula Program (5310)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Fixed Guideway Modernization (5309a)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Intercity Bus (5311f)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Job Access and Reverse Commute Program (5316)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Metropolitan Planning (5303)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New and Small Starts (Capital Investment Grants) (5309b)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	New Freedom (SAFETEA-LU)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Nonurbanized Area Formula Program (5311)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Public Transportation on Indian Reservation (5311c)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Transit in the Parks (5320)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Urbanized Area Formula Program (5307)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Federal Transit Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL HIGHWAY	Federal Highway Non-Discretionary									
Congestion Mitigation and Air Quality (CMAQ)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Surface Transportation Program (Regional)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Highway Bridge Program (HBP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Highway Safety Improvement Program (HSIP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Railway (Section 130)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Safe Routes to School (SRTS) (SAFETEA-LU)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Safe Routes to School (SRCS)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation Improvements (TI)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal Lands Highway		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Other (Please specify)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Highway Discretionary Programs											
Bridge Discretionary Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Ferry Boat Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
High Priority Projects (HPP)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
High Risk Rural Road (HRRR)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
National Scenic Byways Program		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Projects of National/Regional Significance (SAFETEA-LU Sec. 1301)		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Public Lands Highway Discretionary		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Recreational Trails		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Transportation and Community and System Preservation Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
Other (Please Specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

State of California

2008/09-2011/12 Federal Transportation Improvement Program

MPO: DRAFT

AMENDMENT #:

REVENUE Vs. PROGRAMMED		(Dollars X 1,000)									
		2008/09		2009/10		2010/11		2011/12			
		Previous	Current	Previous	Current	Previous	Current	Previous	Current	CURRENT TOTAL	
	Federal Highway Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FEDERAL TOTAL ²	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
INNOVATIVE FINANCE ³	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	State Infrastructure Bank	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Section 129 Loans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Rail Rehab & Improvement Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Activity Bonds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Concession Fees	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Private Donations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Program Income (from a federal project)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other (Please specify)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Innovative Financing Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

NOTES:

¹Regional: Some MPOs may not have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

²Federal Total: Is the sum of federal highway and federal transit programs.

³Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

⁴Proposition 1B: Subtotal is a sum of funding for various programs funded under proposition 1B except for STIP Augmentation and SHOPP Augmentation

ATTACHMENT C

Summary of Changes

[illegible]

* Also include any changes to funding amount and % cost increase/cost decrease, if applicable